SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

15

RIVERSIDE-SAN BERNARDINO SUBDIVISION

TIME TABLE

LOS ANGELES DIVISION

To Take Effect Sunday, May 27, 1917, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

The Company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT, *Vice-President and General Manager.*	R. L. RUBY, *Acting Superintendent of Transportation.*	D. W. CAMPBELL, *Assistant General Manager.*

RIVERSIDE AND SAN BERNARDINO SUBDIVISION.

Eastward	FROM SAN FRANCISCO										Time Table No. 15			TOWARD SAN FRANCISCO									Westward
Length of sidings in cars and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS									Distrnce from San Francisco via Colton	May 27, 1917		Distance from San Bernardino	FIRST CLASS									
								214 L. A. & S. L. Passenger	212 L. A. & S. L. Passenger					211 L. A. & S. L. Passenger	213 L. A. & S. L. Passenger								
								Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily								
Yard P										546.2	DN-R	**RIVERSIDE**	10.4										
												0.8											
I										545.4		CROSSING L. A. & S. L. RY.	9.6										
												0.0											
								6.20PM	11.50AM	545.4	Automatic Block Signals	**RIVERSIDE JUNC.**	9.6	8.02AM	5.05PM								
												2.1											
24								f	f	543.3		ORANGE CENTER	7.5	f	f								
												1.0											
98 P								f 6.27	f 11.57AM	542.3		HIGHGROVE	6.5	f 7.55	f 4.57								
												1.1											
3								f	f	541.2		GRAND TERRACE	5.4	f	f								
												2.2											
										539.0		CROSSING MAIN LINE	3.2										
												0.0											
Yard WYOFP								s 6.35	s 12.05PM	539.0	DN-R	**COLTON**	3.2	s 7.48	s 4.50								
												3.0											
I										542.0		CROSSING A. T. & S. F. RY.	0.2										
												0.2											
Yard WY								6.45PM	12.15PM	542.2	DR	**SAN BERNARDINO**	0.0	7.40AM	4.40PM								
								Arrive Daily	Arrive Daily			10.4)		Leave Daily	Leave Daily								
								(0.25)	(0.25)			Total Time		(0.22)	(0.25)								
								23.04	23.04			Average speed per hour		26.16	23.04								

Westward trains are superior to trains of the same class in the opposite direction.

First class trains stop on signal at Urbita, Chicago and Iowa Avenue.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

STANDARD CLOCK.

Colton

WATCH INSPECTORS.

Name, Location and Territory.

W. A. Hanson, San Bernardino,
San Bernardino to Riverside.

E. W. Cosgrove, Colton.

F. S. Fisher, Riverside.

BULLETIN BOARDS:

San Bernardino
Colton

SPEED RESTRICTIONS.

Passenger trains 50 and Freight trains 35 miles per hour.

CLEARANCES.

Rule 83-A will not apply at stations not telegraph office, or where office closed for the day.

All trains procure clearance at Colton, Eastward trains at Riverside L. A. & S. L. office and Westward trains at San Bernardino when telegrapher on duty.

MISCELLANEOUS.

Trains entering sidings or other tracks, do so under control, see and know track is clear. Responsibility for collision with cars is placed with entering train.

Pacific Electric trolley poles between Colton and San Bernardino will not clear man on side of car.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form 31 must be used (1) when orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.) (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.) (3) When issuing an order Form "G," example 3. (4) When giving any train right over all trains. (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, (Forms 19 and 31), repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not trainsmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

INTERLOCKING SIGNAL TOWERS.

When a train which has been given the semaphore does not wish to use the crossing, one short followed by one long blast of the whistle should be blown for information of towerman.

E Street Tower.—Crossing of A. T. & S. F. Ry. at San Bernardino. To go around Y one long and one short; for house track, two long and one short. For P. E. track one long and four short.

Highgrove Tower.—Crossing of A. T. & S. F. Railway, .7 mile west of Orange Center.

Riverside Tower.—Crossing of L. A. & S. L. Ry., at Riverside Junction. To Riverside freight yard one long and four short. From or to L. A. & S. L. Ry. one long and one short.

AUTOMATIC BLOCK SIGNALS.

Automatic block signals are in operation between San Bernardino and Riverside Junction.

Trains stopped by automatic block signal (not minute block) be governed by rule 504. When flagman has started ahead, wait five minutes before proceeding.

At night if light not burning trains will be governed by position of arm.

Signal failures or irregularities either action of arm or condition of light will be reported to Chief Dispatcher from first open telegraph office. He will notify Signal Supervisor and Maintainer.

On Single Track in Block Signal limit Rule 86 is modified as follows: An inferior train will clear the time of superior train in the same direction not les than ten (10) minutes.

SURGEONS.

Dr. F. K. Ainsworth, Chief Surgeon, San Francisco.
Dr. A. C. Rogers, Oculist and Aurist, Los Angeles
Dr. G. R. Owen, San Bernardino—Between San Bernardino, Redlands and Colton.
Dr. C. F. Whitmar, Colton.
Dr. J. G. Baird, Riverside—Between Colton and Riverside.
Hospital Stretcher at Colton.

W. H. WHALEN, *Superintendent.*